

**Additional information regarding the Draft Airport Area Specific Plan (DAASP):**

During recent City Council hearings (June 2005), City staff was directed to revise and enlarge the boundary line that covers the AASP area. These changes required further revision of the AASP maps and additional text information in the document.

June 15, 2005 – Staff presents the DAASP, however changes to the DAASP made by the City of San Luis Obispo's City Council require that the item be continued. The item was continued so that the changes to the map(s) could be conveyed graphically and the revised text could be reviewed by the ALUC.

ALUC Subcommittee meeting – 8/9/05. A report back to the entire Commission will take place at the ALUC's August 17<sup>th</sup> hearing, including a recommendation regarding DAASP consistency with the ALUP.

# Staff Report

## San Luis Obispo County Airport Land Use Commission

4-2

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**DATE:** August 17, 2005 – staff report carried over from June 15, 2005

**TO:** AIRPORT LAND USE COMMISSION

**FROM:** BILL ROBESON, COUNTY PLANNING AND BUILDING

**REFERRING AGENCY:** CITY OF SAN LUIS OBISPO:  
(Michael Cordon, Associate Planner)

**SUBJECT:** A MANDATORY REFERRAL FOR DETERMINATION OF CONSISTENCY OR INCONSISTENCY OF THE DRAFT AIRPORT AREA SPECIFIC PLAN (DAASP). THE AIRPORT AREA IS APPROXIMATELY 1,000 ACRES AND IS LOCATED ABOUT 2.5 MILES SOUTH OF THE DOWNTOWN OF SAN LUIS OBISPO, WITHIN THE CITY'S URBAN RESERVE (see Figure 2-1 in the DAASP).

### RECOMMENDATION

Recommend a determination of Consistency for the Draft Airport Area Specific Plan to the City of San Luis Obispo based on the following:

**Finding:** The Draft Airport Area Specific Plan is consistent with the San Luis Obispo County Airport Land Use Plan (ALUP) because it refers to the ALUP in several sections of the document. In particular, Policy 4.3.3 states "Airport Area development must be consistent with the standards and requirements of the SLO County Regional Airport Land Use Plan, per the City's Zoning Regulations." As a result, no development will be permitted that exceeds any of the limitations provided by Table 10 of the ALUP.

### PROJECT DESCRIPTION

Proposal: Mandatory referral for determination of a Specific Plan.

#### San Luis Obispo County Regional Airport Plan

Airport Land Use Areas: The proposed DAASP includes property located in all Aviation Safety Area (see figure 4-5 of the DAASP). The DAASP also includes property in all Airport Noise Contours and Single Event Noise Contours.

#### Setting

Existing Uses: predominantly open space, Service Commercial and Manufacturing uses

Site Area: approximately 1,000 square feet

#### Discussion

In 2002 the ALUC reviewed a draft of the AASP. The 2002 version of the AASP was developed in coordination with the ALUC. The ALUC or City took no action on the 2002 draft and several changes have been made to the plan based on property owner input. The ALUP has also changed significantly since 2002. The current DAASP has been updated and revised to address the requirements of the current ALUP

As stated in the memo from City Staff, "Chapter 4 of the AASP is the land use section, which includes most of the provisions required for ALUP consistency. In particular, Policy 4.3.3 says, "Airport Area development must be consistent with the standards and requirements of the SLO County Regional Airport Land Use Plan, per the City's Zoning Regulations." As a result, no development will be

permitted that exceeds any of the limitations provided by Table 10 of the ALUP. Development in the Airport Area must also be consistent with policies for noise, over-flight and airspace protection. The list of allowed uses found in Table 4.3 of the AASP was developed to be consistent with the ALUP. The Zoning Map, Figure 4-4 was also developed so that the areas designated Business Park, which will have the greatest development potential, are outside of the most restrictive aviation safety areas." Because of the incorporation of the ALUP Safety Policies the DAASP is at least in significant compliance with the ALUP. Other resolved issues are the Habitat Enhancement Concerns. The Airports Manager stated concerns regard the attraction of birds at the end of the runway therefore the City Planning Commission ultimately removed a policy in support of wetland expansion on the Unocal property north of Tank Farm Road. In addition, the City's plan for a regional detention basin to serve the entire area was eliminated.

### **Potential Issues**

- Review and determination of the criteria for a Density Adjustment – Detailed Area Plan (page 32, Section 4, Policy 4.4.6.3 of the ALUP)
- Child or Elder Care facilities (listed in the ALUP as a Impaired Egress Use) – Regarding this issue, the City stated in the applicable memo, "The AASP provides incentives for employers to provide child or elder care facilities for employees. The ALUP classifies such uses as *impaired egress*. Such uses can be permitted in certain aviation safety areas. There is no way for the City to know at this time how many employers would be interested in providing such an amenity to employees. The AASP would only allow a day care facility if it was accessory to a major employer, and prohibits such uses as stand-alone businesses."
- Table 4.3 of the DAASP shows that "Caretakers quarters" are allowed in 3 of the 4 zones while the Business park zone requires an Administrative Use Permit. Since the DAASP states in Policy 4.3.3: Airport Land Use Consistency, that "Airport Area development must be consistent with the standards and requirements of the San Luis Obispo County Regional Airport Land Use Plan, per City of San Luis Obispo Zoning Regulations Section 17.22.010.G." there may not be an issue of consistency. However, because the Table 4.3 shows that caretaker quarters are allowable confusion in interpretation may occur.

### **Recommendation**

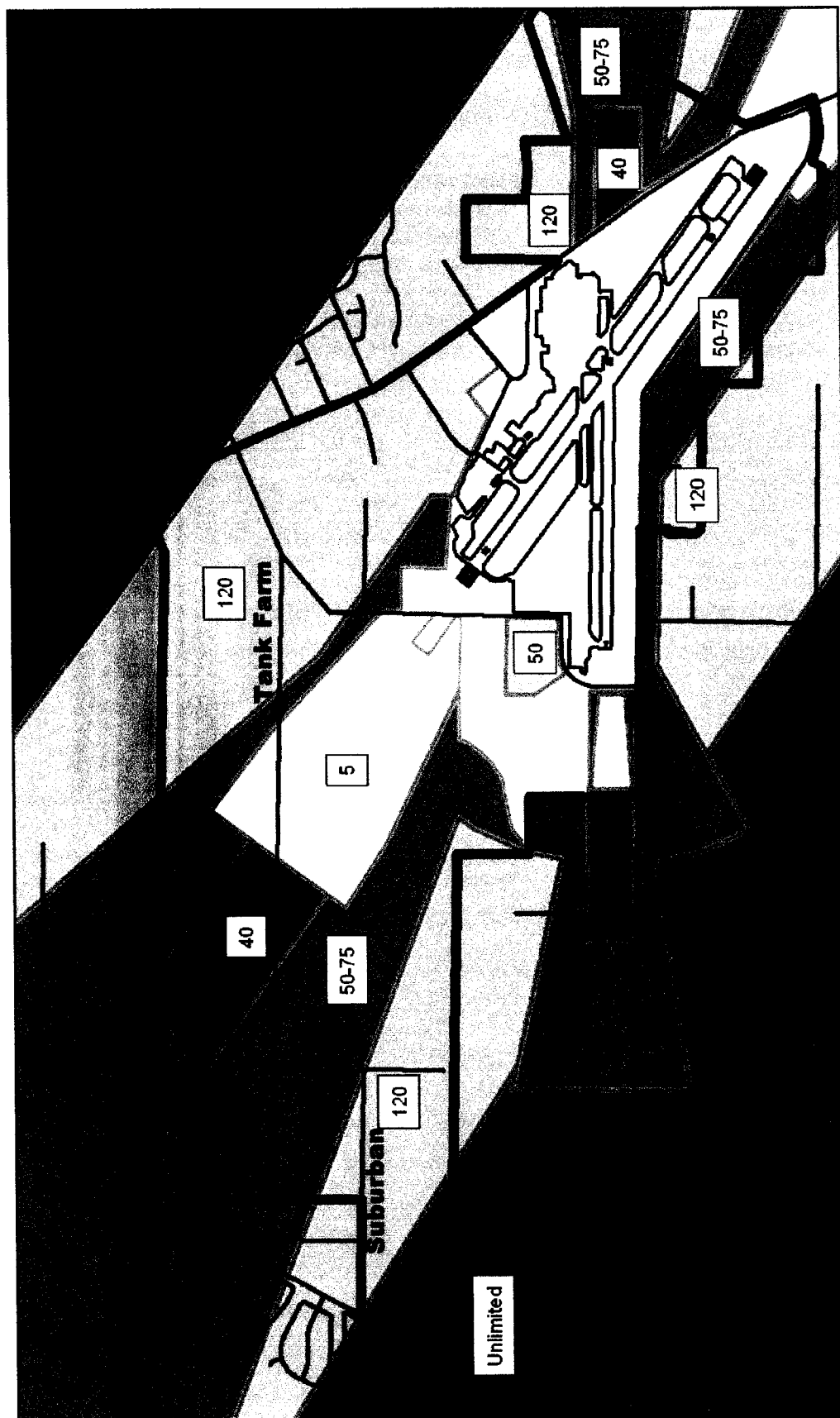
Staff advises your Commission to determine that the DAASP is consistent with the San Luis Obispo County Airport Land Use Plan based on the incorporation of ALUP policies into the DAASP. The potential issues stated in this staff report and other issues brought up during the hearing, however, should be resolved.

# Revised/Added Policies for Airport Compatibility

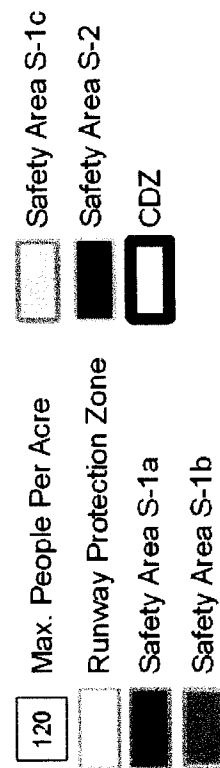
- Policy 4.5.1 Cluster Development Zone

The boundaries of the Airport Area, as defined in this specific plan, meet the open space requirements of the ALUP, and the area shown in Figure 4-5 qualifies as a Cluster Development Zone (CDZ). Table 4-10 shows that over 36% of the land within the CDZ boundaries is designated as Open Space. This table does not factor in land designated public (Airport property), which is exempt from the requirements of the ALUP, or agricultural land.

<b>Table 4.10</b> <i>San Luis Obispo Airport Area Specific Plan</i> <b>CLUSTER DEVELOPMENT ZONE</b>			
	Land Area		
Land Use Designation	Hectares	Acre	%
Open Space	139.9	345.9	36%
Business Park	46.1	114	11.8%
Services and Manufacturing	198.8	491.4	51.2%
Medium-density Residential	3	7	1%
Total	387.8	958.3	100%



### Aviation Safety Areas



0 0.25 0.5 Miles

Figure 4-5 Maximum Non-Residential Density Standards

# Revised/Added Policies for Airport Compatibility

- Policy 4.5.2 Avila Ranch

The agricultural buffer along the southwest boundary of the Avila Ranch and Airport Area shall be maintained as Airport Compatible Open Space (ACOS), per the requirements of the ALUP. The Avila Ranch qualifies for the ACOS and Detailed Area Plan density adjustments defined in the ALUP. If additional open space lands south of the Avila Ranch are acquired by the City or developer, then the site may qualify as a Cluster Development Zone, to the approval of the Airport Land Use Commission.

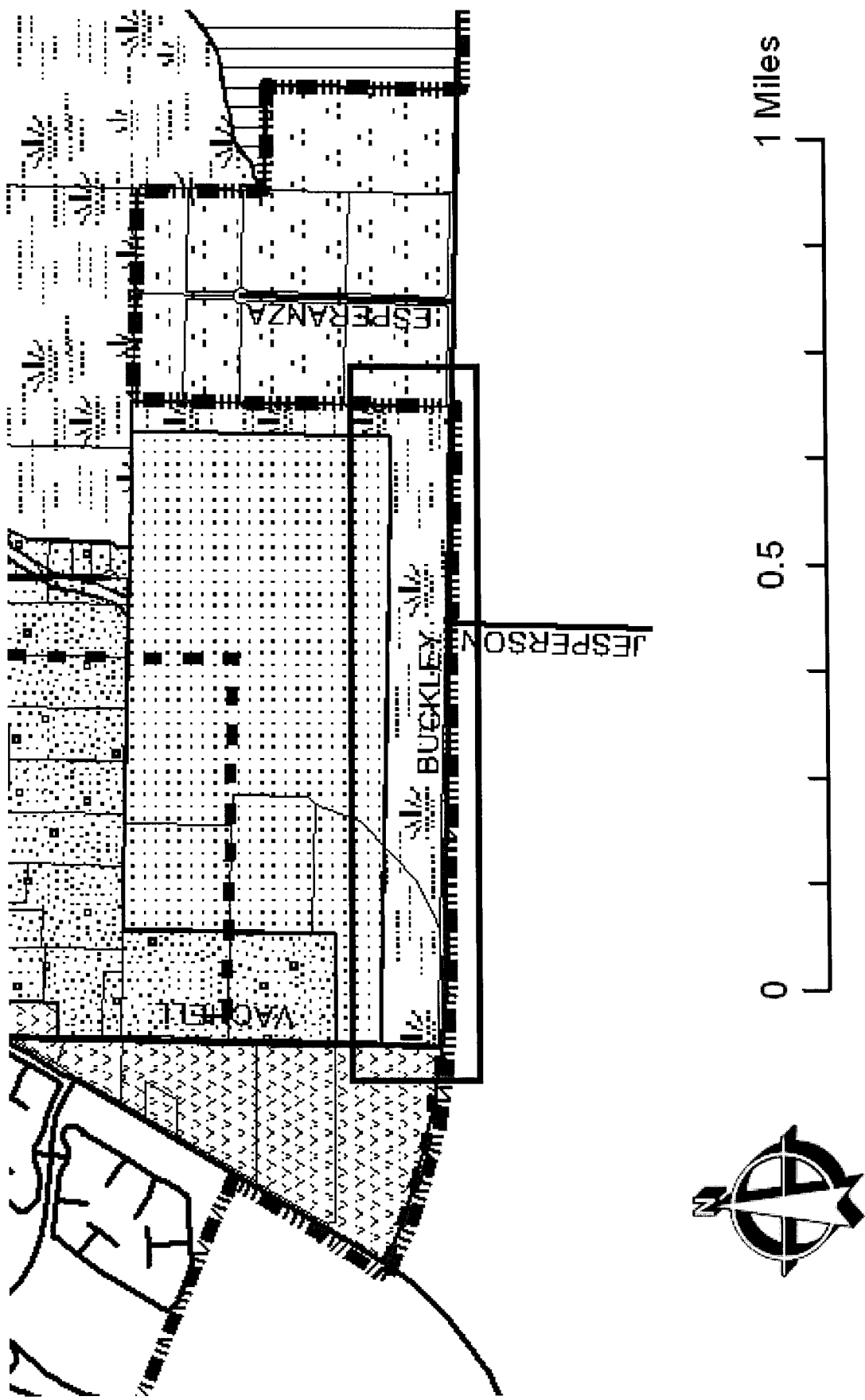


Figure 4-4 Planning Area Zoning

4-10 LAND USE